IS FERY IMPRESSIVE For Over Four Hours and a Haif She Sails in the Open Sea with a Strong Wind Filling Her Canvas—Makes no Fuss in the Water and is Lightning Fast in Stays.

Shamrock had her first trial in these waters yesterday and she pleased everyone who saw her sail immensely. For a little more than four hours and a half she was tried under different sails and on different points of sailing off Sandy Hook in a breeze that was from fresh to strong, and she showed remarkably well. The weather conditions were what the admirers of the challenger have claimed were best for the yacht, a good whole-sail breeze and a smooth sea and the yacht behaved in a way that caused many who saw her to think well about the changes of her winning the Amerien's Cup. The days that the yacht has been anchored off Tompkinsville have been very trksome to all on board. Then the rain of Saturday was a sad disappointment to Sir Thomas Linton, Capts, Hogarth and Wringe and to the When, therefore, day broke yesterday with a strong breeze from the north every one was happy and the men went to work with a ell to get everything in readiness for the trial which was to take place.

The sailors were about early, almost with the sun, and the two captains were busy seeing that everything was in readinoss for the trial. They carefully inspected the rigging, looked over the spars and sails, and could not have been more careful if they had been going to meet the Coumbia for the first time. The men had their breakfast on the Monowantue, the tender, and then all were put on board the Shamrock by the two launches that are constantly in attendance. The mainsail was bent on last week, but it had been covered up after the ifirst day and as soon as the men had finished their morning meal the covers were taken off the sail and stowed away. The jib, forestaysail and topsails were taken on board and prepared for use. The forestaysail and jibs were put in stops and hoisted ready to break out when wanted and the topsail and the jibtopsails were all made ready for use whenever Capt. Hogarth should

On the Erin Sir Thomas was up early, too, as were all his guests-William Fife, the designer of the yacht; Thomas Ratsey, the sallmaker; Mr. Connell, the amateur who is to assist in salling the yacht, and Chevaller de Martino, who is to paint the scenes that will be asted next month. Every one had a peep out at first to see what the weather conditions were and then, after having had breakfast stood a the rail of the steam yacht and watched the crew at work on the Shamrock.

At 8:30 o'clock the tug James A. Lawrence went alongside the Shamrock and took that yacht out from under the lee of the Naval Militia's training ship New Hampshire, where she had been at anchor, and prepared to start for the lower bay. Shortly before 9 o'clock, at a signal from the Erin, the Lawrence passed hawser to the Shamrock and began to tow her out from the anchorage. The wind was then from the northeast and was blowing at least fifteen knots. The tide was running ebb and the hawser was let out so that the yacht would tow easily, and there would be no danger of her running up on the tug. As soon as the Shamrock was off, the Erin's anchor was hoisted and she followed down the bay.

Just before getting under way Sir Thomas Lipton announced that the Shamrock was to be tried in order to test the rigging of the yacht. We are going to see how she acts under he present rig and get familiar with the conditions here," he said, "and after that we shall try other sails, and later on put on the larger rig if we think it advisable. When the Shamrock was off Fort Wadsworth

at 9:25 o'clock, the Erin signalled to the Lawrence. The Erin passed the Shamrock and ook the hawser from the Lawrence, and then with a very short line went on down the Bay the Lawrence trailing on behind.

When near the southwest spit the crew on the Shamrock began to noist the mainsail. It was not done in the fashion of the former hallengers that attracted se much attention here, by riding down the halliards, but was oisted from below, all the halliards leading through the deck and being worked out of sight. It seems strange to see the big piece of anvas gradually going up the most and there being apparently no one hoisting it. The Valkyrie had some of her halliards lead below, but the mainsail was hoisted in the old-fashioned way. Two men were sent aloft to see to the gaff as it reached the auxiliary spreader. One stood the strut at the forward side of the mast and the other was on the gaff itself. As the fastoned and the laws pushed aft so that they deared the spreader, and then when it had been heisted exough the span was made fas again and the sail hoisted all the way up. The big sall was up by 10 o'clock and it showed that it was made by an arrist. It seemed to fit perfectly, there being hardly a wrinkle in it anywhere. It was the sail that was used in the races the Shamrock sailed with the Britannia and had doubtless been trimmed before that race if any trimming had been necessary. The sail did not stretch within three feet of the end of the boom, but with a few days sailing like that of yesterday it will soo stretch out to the end. The cloths run parallel with the leach, or what the English call the The luff of the sail is often called the forward leach on the other side of the water By the time the mainsail had been hoisted and trimmed to the satisfaction of Capt. Ho garth, the yacht was passing out by the Hook The wind seemed to be a little fresher. There was passing in, and as she passed the

was no sea outside, only the usual ocean swell. A big White Star line freighter Shamrock and Erin she saluted. The steam pilot boat, New York, which was lying off the ook, also saluted by dipping her flag. Both salutes were acknowledged by the Erin. Si-Thomas Lipton was on the bridge of his yacht and seemed pleased at the attention he re ceived. Mr. Fife was leaning on the rail standing by the side of Sir Thomas. He had been watching the yacht all the way down the bay and had just then joined Sir Thomas. Mr Connell and Chevalier de Martion were also on the bridge and shortly afterward Mr. Ratsey joined the company. At 11 o'clock the Erin stopped and a launch Connell got into it and were taken to the Shamrock, and at 11:15 o'clock

was lowered. Messrs. Fife, Ratsey and the Shamrock cast off her tow and was under sail having broken out her fore-stay sail. As soon as she was clear of the Erin, her jib was broken out, and with the wind on the port quarter she reached toward the Scotland Lightship. Her sheet was eased off, and under the influence of the fresh wind, she made quick time through the water. She travelled very easily and smoothly and seemed to be footing very fast considering the canvas she was carrying. Capt, Hogarth stood by the | said tiller and Capt. Wringe was forward attending to the sails. Fife and Ratsey were overlooking everything generally. The yacht soon reached the Scotland Lightship and then her main sheet was trimmed flat and she hauled on the wind heading to the east. The wind had again hauled northeast and was blowing about fif-

Capt. Hogarth luffed the yacht sharply and sheets were trimmed as flat as they could be The Shamrock heeled until her rail seemed to be down to the water's edge, but that was as far as she went and no water was taken deck. The wind was at times puffy, but even but kept right on toward the point that Capt. Hogarth set for her. From a view taken astern she was sailing less than four and attempted to assault her. He was arrested points off the wind and was footing fast, judging by the way the steam yachts and | Lebanon Church by a crowd of would-be one or two tugs had to travel to keep up with her. The Shamrock, it had been expected. would make quite a fuss as she went through the water. This was expected on account of her heavy bow and full quarters, but to the sur-Prise of all who saw her, she made very little dis-

turbance. She sailed very easily and smoothly. Under the bow there was a little disturbance caused by the stem of the yacht foreing itself through the water, but this small wave was soon lost and after the racht had passed through the water, there was no foamy wake or swirling wave that so many yachta leave be

The heavy quarters, instead of squatting in the water, seemed to buoy the yacht up, and there was no drag aft at all. With the De fender and Columbia the water is displaced at the bow, and bolls up on each side of the yacht. It curls up as it reaches the beam, and then sucks down under the counter and after the yacht has passed swirls and tosses about making a big wake. This is not seen with the Shamrock; at least, it was not seen yesterday. The yacht instead of being forced through the water seems to ride over it and rides smoothly and easily. She

does not pound on a wave and throws no spray.

The Erin followed on after the yacht, Bir Thomas Lipton was on the bridge and the crew of the steam yacht were all gathered forward to watch their pet on her first trial in American waters. To judge by the expressions on the faces of the men they were very well satisfled with the showing that the Shamrock was making. The steamer City of Rome passed the yacht bound in about noon and saluted and those on board crowded to the rail to have a look at the challenger.

Capt. Hogarth kept the Shamrock close hauled on the port tack for nearly an hour, and hen at 12:15 o'clock he put her about to starboard. The yacht swung around so quickly that it seemed to be almost no time between full and full. Until this stime she had been under the three lower sails only, but after tacking the topssil was set. It took some little time to get this piece of canvas up but this was on ascount of the running rigging being stiff and not working through the sheaves of the blocks easily. Fifteen minutes after the topsail was set the small jib topsail was sent up the stops and broken out. Under the additional pressure the yacht stood up just as well as she did with only the lower sails and certainly showed that she is a very stiff boat.

After having set the jib topsail the racht was held on the starboard tack for about forty minutes and during this trip Mr. Fife was carefully examining the yacht in every way and paying particular attention to the rigging and to the trim of the boat. It is possible that some changes were made in the ballast below but this could not be told from watching. It is the purpose of those in charge of the vacht to shift her ballant until they we the yacht trimmed so that she goes at her

At 1:15 o'clock sheets were eased and the helm put up so that the yacht bore off before the wind and ran to the southward with the wind over the starboard quarter. The Sham-rock kept before the wind for half an hour, and taking in her jibtopsail she reached in toward the land, Reaching, according to the reports that have been received, is the Shamrock' strong point of sailing, and on this leg yesterday she went faster than at any time. impossible for the tugs to keep up with her. and the Erin had to be opened up to keep within hailing distance of the yacht. When well over toward the New Jersey shore she made a short hitch to windward and then reached in toward the lightship, after passing which she took in her topsail, dropped her forestaysail, and running up on the tug James A. Lawrence took line and was towed in. This was at 2:30 o'clock. The mainsail was lowered and made snug before the yacht had passed the point of hook. When inside a launch from th Erin took Bir Thomas Lipton and Chevalier de Martina to the Shamroek and they returned to the Erin after the yacht had come to anchor in

The weather conditions yesterday were what were supposed to be the best for the Shamrock, and she certainly made a very good showing. When close hauled she pointed high and footed fast. She seemed to steer very ensily, and, judging by her tiller, her rudder was held straight when on the wind. Off the wind there was not much change to judge her. She did not get out her light sails, the evident intention of those in charge being to get her in trim and try her out afterward. By the wind she showed that the reports of her speed were not exaggerated, and to those who saw the boat sail yesterday it seemed that when in shape she will be much faster than she has yet shown. The Shamrock will have another trial

ANOTHER BROOKLYN BURGLARY.

Mr. Davidson Was Told not to Mention It, by the Police.

ding the efforts of th Brooklyn to keep secret the various robberie. that are reported daily, and the fact that the victims are cautioned not to make public their losses, a few of the most daring burglaries manage to become known from day to day John A. Davidson, an architect, lives at 216 East Thirteenth street, Parkville, His house was entered by a burglar early yesterday morning while the family were sleeping. At the time there were in the house Mr. and Mrs Davidson, Mr. Davidson's mother, an uncle, F. Ansley, and a servant. The burglar force open a side window on the ground floor and pants were sleeping, and entered the room of F. M. Davidson, a son of Mr. John A. Davidson, which was unoccupied. The bureau and closets were ransacked and valuable articles and a roll of money were stolen. The burglary was discovered after daylight and the police were notified. The police, as usual promptly told the victim not to divulge news of the robbery to any one. Mr. Davidson, however, was provoked. He said that he was at a loss to understand how burglars could get into the house without alarming the occupants. He believed that the burglar was frightened off unexpectedly, as a considerable quantity of silverware in the dining room was not touched

MATOR JONES ON MILEAN.

He Says the Democratic Convention at Zanesville Set Up a Golden Calf.

COLUMBUS, O., Sept. 4 .- In his speech at the Labor Day celebration here to-day, Mayor Jones made this reference to John R. McLean and the Zanesville convention. He was speaking about bosses and said:

People have bosses because they want them. About 5,000 years ago there were people way down there in Egypt who wanted a boss and they called on Aaron for one. Aaron said unto "them, 'Here, hand over your gold: I will make you a god.' So they piled up the gold out of which Aaron was to make them a boss, And he made them a golden caif, set it up before them and said; 'This is your God, O, Israel, which brought thee out of the land of Egypt.

That's what they did down at Zanesville. They put up the gold and out or the gold they made a boss, and they the Democratic party: 'This golden calf will be your boss, O. Democrats. This will be your God to whom you must bow

down and serve. Continuing, Mayor Jones said: "The reason that men are in favor of this golden calf boss is because they expect to come in for a share of the spoils when the settling time comes."

THE WHITE MAN NOT LYNCHED.

Gov. Mcsweeny, of South Carolina, Had Gleaton Protected From a Mob.

COLUMBIA, S. C., Sept, 4.-White men tried to lynch a white man to-day near Norway. Orangeburg county. Last night James Gle ton entered the room of Miss Jeffcoat, daughter of a prominent man living near Norway, to-day by a posse. They were surrounded in

The Governor and Sheriff were telegraphed to for aid. Gov. McSweeny ordered the Sheriff to prevent lynching at all hazards. The Sheriff reached the place with a strong party of deputies and took Gleaton to Orangeburg jail.

COLUMBIA'S FINEST RACE. HR WINS AGAIN AND IS FORMALLY

CHOSEN TO MEET SHAMROCK. n a Triangular Bare of Thirty Miles Off

Newport, in a Fine, True Wind, the New Boat Beats the Defender by Ten Minutes, Seven Seconds Net Time. NEWPORT, Sept 4.-The Columbia won the right to defend the American cup against Sir Thomas Lipton's cutter, over a triangular course off Newport, to day and won in brilliant fashion oo. It was the second of the trial races and the new crack showed such decided superiority over the old Queen of the world's single-stickers that the regatta committee of the New York Yacht Club, on the run home of the flagship Corsair from the finish prepared an official bulletin, declaring that the trial races were over. The new cup defender crossed the finish line to a royal alute from the watching fleet ten minutes and even seconds actual time before the Defender

luffed under the stern of the old lightship. Columbia ran away from the gallant old racer. It was the old story of the good old road horse trying to run down the thoroughbred, set to deep sea surroundings. In a cracking club topsail blow, the new boat had reeled off the thirty miles logged by the Luckenbach, in a shade less than ten knots to the hour. It was Defender's weather, but that made no difference to the sloop that has mastered her in all sorts and conditions of sea and wind. The conditions were even favoring Defender if anything, yet the old champion got the worst out and out beating that was ever administered to her. 5 From all appearances Capt. Barr could have run the win up to twelve or thirteen minutes for on the last leg a short hitch and a tack were thrown in to the aid of Defender.

The course was over an equilateral triangle, ten miles to a leg. The wind at starting was of a velocity of twelve knots and held true, dropping at no time below eleven knots and freshening at he finish. It was from the north, but as the two sloops bore down on the second mark it cantered o the northeast and the Defender carried her spinnaker for five minutes before she gybed around the stake-boat. Half way home it shifted slightto the Northeast by East. The sea was just right for the racers and the Deer Isle sailors could ot have brewed a better day for a yacht race if they had been installed in full charge of the ele-

The first leg was a reach with the wind three soints aft of the port beam. The sloops carried their booms to starboard on this reach and the Columbia beat the Defender to the mark by 3 minutes and 36 seconds. The second leg was another broad reach, a trifle freer than the second, with booms to port and the wind was half a point aft of the starboard beam. 'The Defender's spinnaker allowed her by the canting of the wind, cut down the Columbias gain on this leg to two minutes and seconds. The shifting of the wind spoiled a dead beat to windward on the home leg. The Defender made the line on a long leg and a short leg, and the Columbia in three tacks, and one a

The official time of the race was Start. Finish. Time.

H. M. S. H. M. S. H. M. S.

11 24 09 2 48 85 8 17 24

11 26 22 2 58 53 8 27 81 The times on the first leg were: Start. Mark. Time. ...11 2n 00 12 24 45 0 58 86 ...11 26 22 12 28 84 1 02 12 The Columbia beat the Defender 3 minutes 38 seconds. The time on the second leg was:

Second Riapsed Mark. Pinish, Time.1 27 63 2 48 88 1 15 40 ... 1 83 51 2 53 63 1 20 02 The Coumbia beat the Defender 4 minutes

It was announced to night that the two yachts would race to morrow for a cup offered by William Goddard, of Providence, father-in-law of C. Oliver Iselin, managing owner of the Columbia. The start will be made from the Brenton's Reef Lightship, and it will be over a course fifteen miles to windward and return. After to-day's race it was announced by Chairman S. Nicholson Kane of the Regatta Committee, that the two sloops would sail for the Goddard cup on Wednesday, but the time was afterwards changed to more row. The Columbia by to-day's race won the cup offered by Harrison B. Moore. By the sliding scale made by Messrs Iselin and Duncan for the cup, the Defender was allowed three minutes If the race should be finished in from 200 to 210 minutes, with an increased allowance ranging s high as 16 minutes if the race was sailed in

A fine September morning greeted the fleet when the color gun boomed from the Corsair's | minutes and then came out bow at 8 o'clock. A lively nortd west brreeze was kicking up a fuss in the harbor, indicating a lively time out on the triangle off shore. Patches of white flecked the blue of the sky and the harbor's water danced in a clear strong sunlight. The fleet had been recruited over night and as the private colors floated to mast heads at the color gun's bark it made a neat picture. Launches puffed noisely, plying between the yacht landing and the fleet for which such fine weather condi tions there could be no postponement, and the yachtsmen were on the aiert for the start. The Corsair broke out her long string of signals for he fleet to up anchor and one by one the steam

and sair vachts fired out of the harbor. The Coumbia, as usual, was the first of the contestants to silp away from her white mooring buoy in Grenton's Cove. She swung clear at 10.05, , and Capt. Harr pointed her head towards Fort Adam's a grim parapets. With the lower sails all set she stood out of the harbor with sheets tifted and boom to port. Her tee raits dipped requently as she met the wind off Beaver Tall, and she footed fast for the nightship. The new nainsait still showed its imperfections, but the headsalis set to perfection. The Defender cast off at 10.10, and like the immaculate dandy of vachting circles that she is, every sail was stiff

From Fort Adams to Bateman's Point the shores and the ocean held their quotas of sighteeers. The fleet made the run out of the harbor spick and span. The Navahoe in yawi rig, was out to see the brush of her fleeter sisters and all the big steam yachts had deserted the harbor. The sloops swung from one tack to another, keeping well in the vicinity of the lightship, and when the flagshig in strings of picturesque bunting signailed the compass courses they were racing along under the lightship's weather bow on the port tack. Their club topsails had been sent aloft and every sheet was taut. Columbia's new club topsail showed a slight whimper towards the leach The course laid for the first leg by the Luck subach as she steamed through the fleet was South east, one haif east; the second leg west by south, one haif south, and the third ieg, north by cast. The preliminary gun was fired at 11:15. and a minute later the Columbia went into stays The Defender also went to starboardthe tack haif a minute later. Barr threw his wheel over at 11:17, and the Cotumbia gracefully circled under the Corsair's stern. Hoth stoops had sent their baby jibs up in stops. The Columbia swept along the starting line diagonally as the prepara tory gun spoke at 11:20 o'clock. The Defender passed her to leeward, and the skirmish for the stood off to the westwad, and the Defender, hauting in her staysall, sent a larger one up in stops. Barr came about in 11:23, and the Columbia stood for the line. The Defender shooh out her balloon staysall as se followed in the Commbin's track ten seconds later, but the Scandinavian crew failed to handle the headsall with their old alacrity. Bearing down on the leeward end of the line the Defender was in the leeward berth, and ten

black hulled steamboat, and Rhodes lost his gip on the Columbia's weather. With acom, to starboard and the main sheets started, the yacht bowled swiftly along - Rhodes worked his charge to windwarrd evidently looking for a haul on the wind and determined to put the Defender in

sale berth.

The Columbia's steel mast was working like cham. There was no heel to speak of when the rejocity of the wind was taken into account while the Defender shot along with her steel stick asiant Occasionany a sharp gust would break full or the Columbia, but she barely nedded to it and stood up stiffly. The seas we re tively enought to drench the quartermaster s on the steam yackts from head to heel, and the two sloops tossed great sneets of white spray ahead of them. Rhodes pinched his boat further to windward than did Barr, and the old sloop from a point astern, ap peared to be footing on almost even terms. new sloop, however, was outfootinn the Defender and drawing steadily away. She was running likel atorpedoboat, and every sail was doing good good service. Haif way to the mark a ventursome 30 footer crossed the Defender's bows within hairing distance and her skipper tried to dupicate table feat on the Columbia. He failed to weather the flying single sticker andluffed up under her

The Columbia a sheets were eased off and the racer straightened out for the mark. Her balloon staysail wasiauled in and out fluttered a working staysail for the second leg. She sailed around the mark at 12.24; 45 and the boom was set to port. Rhodes had a longer run with shee) eased and he sat his working staysail as he straighten ed out his craft. He rounded the mark at 12; 28: 34. The wind held true and the two yachts were racing along in the troughs of a fively sea Figuring up the gain on the first leg the expert looked for a ten minute margin at the lowes estimate. As the Columbia now and then lifted to a sea she exposed as much of her underbody as she had at any time in a race. The wet bronz glistened like a pool of oil in the sun and dazzled the eyes of the yachtsmen who were fortunat enough to be close by.

The second leg was almost identical with th first in most respects but when fe stake boat! was clear to the sight the Columbia ran her nose into into a soft spot. It was not handicaped enough to retard her seriously but when she got the full wind again it had hauled to the northwest. It was far enough abaft the beam to set spinnakers but the new sloop was too close to the mark to take advantage of it. On the Defender, however, the spinnaker pole was run out board and at 1; 25; 30 the big sail was broken out smartly. The old sloop, quick to snatch the fruits of fortune, went after the Columbia like a race horse.

. The Columbia gybed around the second mark at 1: 27: 53. Then sheets were close hauled and the cloop sped away on the starboard tack. 1; 30; 30 the spinnaker was taken in on the Defen der and she rounded the mark at 1; 33, 51 going on to the starboard tack. The beat home was the prettiest part of the race and the Columbia's windward work was phenomenal. She stood up staunchly as a fresh gust of struck the two racer: nearing point Judith. The club topsail again asserting it, troubles and spilled the wind like a sieve over the leach. The other sails were working to the limit and the headsails stood ou faultlessly. The wind was strong enough at times to send the Defeader's lee rails whistling through sheets of green water and the old Herres hoff wonder was coming on nobly. The Colum bia's baby jib topsail split well up at the head, off Point Judith and at 1; 58 the Deer Isle sailors haul ed it in. A new triangle crept up in a long white topmast head the stops were broken.

Point Judith was passed at 2:05 just as the wind shifted a point to the north. The Columbia headed close inshore feeling her way for the young flood tide that was setting in along the Narragronsett shore. Between the point and Narragansett pier there was nothing to check the wind and it swept over the low meadow close up to a tweive knot kiip. A three masted coal schooner. carrying all lower and head sails and a mizzer top sailsail, was tumbering along to the windward and ahead of the Columbia. The flying racer overhaused and dropped her like a red hot coal and headed closer inshere A narrow white strip of sand, marking the beach

that has made Narragansett famous, was showing just over her titted deck line. On she poinfd her nose to Yellow Rock and passed it and the little cove in the big boulders' shadow. The racer was nearer to the Narragansett shore than she had ever dared before and was to all appear ances in dangerous proximity to its rock-ribbed sands. It was a grand exhibition of wind ward work and clever seawanship. The favoring tide was to the new boats liking and her speci was startling. R. G. Dun's summer house was passed with the Columbia still in shore. Barr heid to his course for a fraction less than 54

As the Columbia filled away on the port tack, her gain in windward work could be clearly seen them with lights and shadows and the sightseers at Narragansett Pier saw the superb sloop at he best. The fleet was racing to the -khtship and clustered about it and the Corsair as the handsome cetamyacht dropped anchor and established the finish ine. The wind had reached twelve knots and Father Neptune was stirring up things for a good finish. Barr held the Columbia on the tack for eight minutes and then to make surof fetching the lightship, went to the starboard

tack at 2.28. The Defender held on to the same inshore tack as the Columbia and came about at 2.33.45, eleven minutes after the time that Columbia stood off shore. Rhodes stood off directyfor the lightship, trusting to luck that the favoriing winds would hold true.

With sails puling hard, foam flying from her long well rounded bows and the white clad crew massed to windward the new defender of the Amiri ca's Cup shot over the line. The steam whistles cut loose with lond and hearty blasts as the grand sloop luffed up under the lightship,s stern and Iselin and his party doffed their caps repeatedly to the salutes of the yachtsmen. Harr headed the blue-ribaen sloop towards Beaver Tail and the fleet turned its attention to the gallant old efender. There was a strong feeling of sym patney for the yacht that downed Valkyrie III. and when she crossed the line at 2.53.53 her reception was as hearty as that accorded to the winner. "The "Trailer," as the Columbia's sailors have dubbed her, stood aff towards Beaver Tail, and both the racers entered the harbor unde lower sails.

That the cup is safe in the Columbia, s keeping not a yachtsman in Newport doubts to night and if any Shamrock money was in sight it would have been eagerly covered. It was learned to day columbia is now carrying will not be used for the races. A lighter suit is now being made and will be stretched just before the Columbia and the Shamrock meet off Sandy Hook.

MAZET IN AFTER WHALEN.

Committee Wants to Know About Tam many's Flop to the Tunnel Scheme. The Mazet Investigating Committee has subprenaed Corporation Counsel Whalen to appear before it on Sept. 19, and explain why he took so long to get on the Rapid Transit Tunnel contract, Mr. Whalen will be required to produce before the committee hisopinion on the debt limit, which was given last and any opinions of the the debt limit that he may have in his office. The members of the Mazet Committee regard as significant the fact that the Tammany administration fought the Rapid Transit scheme until the Ramapo Water scandal cam up, and then turned around and offered to aid in building the tunnel.

the Defender was in the leeward berth, and ten seconds astern of the new shoop.

The starting gun boomed out at 11:25 with the old sloop's bowsprit lapping Columbia's weather quarter. At 11:25,09 the Columbia crossed to the extreme leeward of the line, and the Defender's nose poked across thirteen seconds later. The baby-topsalis jib were broken out and away the sloops flew. Rhodes was nanging gamely on to the Columbia's weather quarter, but the Henry Sisson, one of the excursion boats, blocked his path. It was juff or send the Defender to windward of the pleasure craft and small time for a choice. The skipper of the old crack shot past to windward, and Barr to leeward of the

ADAMS EXPRESS CO. ROBBED

MAN ARRESTED IN THE STREET WITH \$2,000 WORTH OF PLUNDER.

He was Picked up Because He was Carrying a Suspicious Bundle-Gold and Silver Tableware were Found in It-Gary Supposed to be Plundering the Company. By a mere accident the police learned vesterday of a series of robberies in the office of the Adams Express Company, and besides recovering some of the goods, arrested a man from hom they hope to obtain clues which will lead to the approbension of an organized gang of thieves which has been plundering the company.

Policeman Phelan, while standing at Fortysecond street and Second avenue early yesterday morning, noticed a man carrying under his arm a large bundle wrapped in brown paper. He watched the man, and the man seeing, apparently, that he was suspected by the policeman, edged away down Second avenue. Phelan then walked up to him.

'What have you got there?" asked the police-"Oh, just a little bundle," answered the man

I'm going to meet a friend. As the policeman falled to get satisfactory answers to several other questions, he informed the man that he was under arrest, and took him to the East Fifty-first street station. There the man described himself as George A. Downs, 24 years old, of 649 Third avenue, and said a night clerk for the Adams Express Company the company's office at Park avenue and Forty-eighth street. Acting Capt. Lantry, who was in the station, looked him over and then opened the man's bundle.

In the package was a long leather roll lined with velvet, such as is used by drammers to show samples, and in it a quantity of the finest gold and silver table ware. The police estimated the value of the lot at \$2,000. After seaing the contents of the bundle. Capt. Lantry had Downs looked up and then sent for Superntendent F. J. Vogel of the Adams Express Company. The Superintendent at once recognized the roll of silverware as one that had been sent to this city through the express company and had been stolen from the office. . Vogel said that a number packages had lately been stolen Mr.

the office and that the company had tried unsuccessfully to find the "leak" in the office. He was confident, he said, that there must be a regularly organized gang of thieves at work, and that Downs was only a go-between who was trying to seil some of the stolen goods.

Detectives Collins and White were detailed on the case. Superintendent Vogel gave them a number of receipts for parcels which had lately been stolen from the company's office as clues. Late last night, however, no further arrests had been made.

TO JAIL FOR BEING ROBBED. The Hard Case of Comrade Wilkinson of the G. A. R.

Comrade Michael Wilkinson, whose home is n Newburyport, Mass., arrived in this city on Sunday on his way to the G. A. R. encampment in Philadelphia, and New York visits being rare luxuries with him he decided to make the most of it. He was in excellent spirits and full of good will toward all his fellow men, when four longshoremen met him at West and King streets about 10 o'clock on Sunday night and asked him for a quarter Wilkinson promptly took out his pocketbook containing \$6.25, and one of the four men as promptly snatched it out of his hand and ran away with it. The shouts of the victim called undsman Colbert to his aid before the thief had got out of sight, and a chase followed, in which the pocketbook was recovered and the fugitive was captured.

Robber and robbed appeared before Magistrate Mott in the Jefferson Market police court yesterday. The robber, who described himself as John Savage of 345 West street, was beld in \$2,000 bail for trial. The veteran. who had been robbed of all he had, fared comparatively worse. First, he was fined \$3 on a charge of intextention, Magistrate Mott holding that the law left him no discretionary wer in such a case. Roundsman Colber then called attention to the fact that Wilkinson did not live in this city and requested on that ground that the old man should be sent to the House of Detention to ensure his presence at the trial. Magistrate an's piteous protest, and committed him in

Wilkinson finally begged that the money stolen from him might be restored at once, as he had no other means. He was told that the law prescribed that stolen and recovered property should be preserved by the property clerk of the Police Department until the trial was over, and he couldn't get the money. Then he was sent away practically to jail for being

CANADIAN SOLDIERS IN ALBANY.

Governor-General's Foot Guard Visit the Capitol-Message From Gov. Roosevelt. Al.BANY, Sept. 4. - The members of the Govrnor-General's Foot Guard of Ottawa, Can. who arrived here yesterday on a two days' visit as guests of the Tenth Battalion, were astir early this morning. Before making a tour of the Capitol the Executive Chamber was visited and in the absence of Gov. Roosevalt the following message from him was read to the Guards by Col. Treadwell, his military secre-

"Please present to the Foot Guard my cordial well wishes; state how sorry I am that I cannot meet them in person, and that I hall their visit with peculiar pleasure, coming as it does at a time when the English-speaking per ples have been brought closer together than ever before, for I feel that it is of peculiar in terest to the future civilization and humanity that this good feeling should continue to be

atrengthened." Lieut.-Col. Hodgins, as commanding officer of the Guard, responded, thanking Gov. Roosevelt through his military secretary for his kind expressions of welcome and stating that the Guard's visit to Albany was marred only in the absonce of Gov. Roosevelt. The Guard would like to have met the distinguished soldier and Chief Executive of the Empire State, said Col. Hodgins, but understood that official business sewhere detains him. Later in the morning the Guard was escorted to Washington Park and there went through the ceremony of the trooping of the colors. This afternoon the visitors inspected Waterviet arsenal and after-ward were entertained at Lagoon Island. They left for home to-night.

FIFE BITTEY BY A BULLDOG.

The Beast Goes on a Rampage and Is Clubbed to Death.

Five persons, three of them children, were bitten by a buideg, which dashed out of the areaway of a house at 120 West Seventeenth street yesterday afternoon, and went on a tear west to Eighth avenue. The beast who finally clubbed to death by John J. Murphy, a cab driver, in the areaway of 217 West Sixteenth street. Nobody knew to whom the dog be-It wore a collar with the license numonge !



STORM DAMAGE ON LONG ISLAND Houses Struck by Lightning-Plight of Belated Young Women at Rockaway.

SAYVILLE, L. I., Sept. 4.—The two-story frame house occupied by Thomas Griffin, a carpenter and builder, on South Main street, nearly opposite St. Ann's Episcopal Church, was struck by lightning in last night's storm, and the interior was almost wrecked. None of the family was injured. Mr. Griffin and his four children were in bed. They were stunned by the bolt. but were not otherwise hurt. A part of the house was so badly shattered that it will have to be replaced, the ceiling in nearly every room was knocked down or badly cracked, and much of the furniture was splintered. Every mirror in the house was smashed. The storm was particularly severe throughout this section of the island.

Parchoour, L. L. Sept. 4.-Lightning durng the storm last night struck the house of Mrs. F. P. Lewis on Academy street, and dld considerable damage. Mrs. Lewis and her brothers, Dr. W. B. Kelly and Edward Kelly 2, Jamaica, and Miss Kirk and Miss Briggs of Brooklyn, were in the parlor at the time. The boil struck the chimney and came down into the parior, knocking out the fireboard. It passed out to the kitchen, where it tore up things to some extent. The chimney was knocked down. All of the people in the house were stunned.

JAMAICA, Sept. 4.—The wind with last night's storm, blowing a gate from the northwest tors up shrubbery, vines, trees and fences, Windows were broken by large hallstones. East Manon, L. I., Sept 4,-Lightning struck the house of George Davis last night. One side of the house was demolished and the

house was set on fire. Neighbors who went to work promptly with buckets succeeded in extinguishing the flames before much further damage was done. ROCKAWAY BEACH, L. I., Sept. 4. - The violence

of the storm last evening was even that the power had to be shut off from the frolley line which runs between Far Rocksway and Rockaway Park at 11 o'clock. Two young women who missed the last train for New York at Rockaway Park were counting upon taking the trolley to Far Rockaway and going thence to Brooklyn. When they learned that the trolley cars had stopped running they went into hysteries at the thought of being kept away from home all night. The telegraph operator did not dare enter his office, nor go near the telegraph or telephone instruments. Finally Yardmaster Wright of the Long Island Railroad took upon himself the responsibility of sending out th switch engine and two coaches to convey the oung women and their escort to Far Rocksway When Sen Sido was reached a crowd of nearly a hundred passengers was found waiting for some means of transportation to Far Rockaway.

When the latter place was reached the crowd

found that its troubles were not ended. A trolley car had left the track at Lawrence, blocking the road, and there was no car out from Far Rockaway from 11 P. M. until 2 A. M. For three hours women, children and Bables shivered in the cold wind which followed the rain. When a ear did arrive there was a wild scramble for scats. The car had become charged with electricity and nearly all of the passengers, in some way, received severe

LIGHTNING BOTT'S QUKER FROLIC

Fire Danced in the West Fifty-fourth Street Court Building, but Nobody Was Hurt. William H. Baker, janitor of the West Fiftyfourth street court building, was standing in the entrance to the building on Sunday night when a bolt of lightning struck the forty-foot flagstaff on the roof, leaving it a scorched and splintered stump, and passing through the building, stunned Baker and his Henry, who was sitting beside him. A class which young baker held in his hand was shattered by the bolt, and he was thrown off his chair and against one of the inner doors, ten feet away. The elder Baker found himself sliding along the floor of the vestibule as if hurled out of a catapult. The night watchman, who stood near, was thrown agninst the side wall at the entrance.

The bolt struck the knob of the flagstaff without touching the eagle of gilt copper on its top, and split the staff into ten places of which amashed a skylight and fell into the prison, but hurt no one. Once free of the staff, the bolt skimmed the roof, made a jump from its edge to the middle of the street, skated along the asphalt for about 200 feet leaned through an open back window into a saloon on the northwest corner of Eighth avenue and Fifty-fourth street, and expired at the feet of the bartender with a sound that resembled the pulling of a magnesium lamp.

The bartender was so badly scared that he forgot that it was Sunday and rushed into the street with his white apron on and a bottle of whiskey in one hand. All the policemen being was without serious consequences.

NO HOLIDAY FOR SCULPTORS

Work on the Dewey Arch Went On Yesterday with Increased Forces.

The sculptors and modellers, who are at work on the arch in the Madison Square Gar feg. were are preparing to welcome Admiral Dewey. After working all day Sunday, they were up and at it again with in-reased forces early yesteriar morning under the direction of Carl Biel. The work of the sculptors is more than half done, and those in charge of the modelling are certain the arch will be completed in good time. There are now so many statues in the Garlen that some of the work hereafter will be done under tents in the encourse in Madison Square.

SAN FRANCISCO, Sept. 4 .- J. Delahire, chief gunner's mate of the battleship Iown, shot himself accidentally in the neck to-day with a revolver which he was cleaning. The surgeon says he will recover. Delahire worked an eight-inch turret gun in the battle with Cervera's fleet.

OBITUARY.

Mrs. Sarah A. Baker, who died on Saturday at the Forrest Home, near Philadeiphia, was, at her death, the oldest actress in this country. This distinction became how on the death of Mrs. Clara Macder a year ago. Her last appearances were made with Thomas W. Keene during the season preceding his aeath. After that she retried from the stage and a piace was found for her at the Vorrest Home. Mrs. Baker was born in Philadeiphia in 1818 and made her debut nuncteen years later at the Walmit Street Theatre, of which her lather, tharles S. Torier was at that time manager. She was acting in Buffalo in 1853 when she was married to J. S. Baker, a well-known actor of his time, Mrs. Baker belonged to various stock companies in the larger cities and later deferred to the new order and joined one of the travelling companies. She had made to various stock companies in the larger cities and inter deferred to the new order and joined one of the traveling combanies. She had made a regulation before this as an actress of sound talents and had noted all the plays of the reportous standard in the days of her earlier earser. From the first day of her professional experience she acted almost exclusively in the old-tal-honed drama. She played with all the familia actors the annieur stage had known our ing the sixty years of her professional life. With the three feoths, Edwin Forrest, Charlotte to-known and E. L. Davenport she had been hours ably asso inted. Her husband died many years ago. She leaves a daughter. Mrs. haver's death leaves absent a Smith the oldest inmate by some years of the Forrest Home. He was born in 1814 in Philadelphia. Mrs. Baker's death leaves absent a Smith the oldest inmate by some years of the Forrest Home. He was born in 1814 in Philadelphia. Mrs. Baker's death was caused by rheumatism from which she had long been as flerer.

Sister consalva, whose name was Antoinette Moven, died at St. Peter's Hospital in Brooklyn yesterday moving, aged 16, years. For thirteen years she had been in charge of St. Francis of the Foor thirty-five years ago. She Francis of the Poor thirty-five years ago. She personal interest in those men. The funeral will be held in the chapel of the hospital took a personal interest in those men. The funeral will be held in the chapel of the hospital to-morrow morning, when a solemn requiem mass will be said.

David Bies, the painter, is dead at The Heaves.

David Ries, the painter, is dead at The Hague. He was norn on September 19, 1821. At the Paris Exposition of 1878 he received the Cross of the Legion of Honor.

Mrs. Eppa Hunton, died yesterday of heart trouble at Warrenton, Va.

Trousers For a Song.

This will be music in the ears of the economical man.

Choice of our entire stock of medium and light weight

Men's Trousers at \$3.50.

They cost you \$5, \$6, \$6.50, \$7, \$7.50 & \$8 yesterday, and are worth it to day.

The music begins at 8 o'clock this morning, in all three stores. Early picking will be the best.

Mackett. Carhart a Co.

BROADWAY Stores.

Cor. Canal St. Near Chamters.

WILL OPEN HEADQUARTERS HERE. Democratic State Committee to Have &

The Hon. Frank Campbell of Bath, Chairman of the Democratic State Committee, is coming which he and his advisers have advocated for a long time, for the establishment here of State headquarters. Mr. Campbell and his friends have had cause to know the value of the system of organization employed by the Republicans of the State, and they want to introduce the same system in their own party. Mr Campbell announced his desire in regard to a permanent head quarters several months ago, and he has been at work on the matter ever since. His first care was to raise \$5,000 to pay the expenses of the headquarters dur-

ing the first months of its existence. It was decided that the necessary amount could be raised most easily by an assessment of \$100 on each Senatorial district. Mr. Campbell has already received pledges amounting to over \$4,000 and he has been assured that certain eminent Democrats will see to it that no employee in the headquarters goes hungry in ease contributions from the Senatorial districts fall short of the desired sum.

One of the first Democratic leaders to indorse Mr. Campbell's plan was the Hon. Hugh Me-Laughlin of Brooklyn. Mr. McLaughlin told Mr. Campbell that his scheme was a splendid one, and that he might count on the Kings county organization to do its full share toward the support of the headquarters. Mr. Mc-Laughlin's friend and Heutenant, James Shevlin, sent a check to Mr. Campbell for a sum considerably in excess of the amount due from Kings county at \$100 a Senator. Mr. Campbell was informed that whatever he and his friends did in carrying out their plans. they would have the assistance and support of Kings. Richard Croker and John F. Carroll both write letters to Mr. Campbell endorsing the plan. They have not sent any contribution to him yet, but it is expected that they will do so when the money is needed.

The headquarters of the State Committee will be in the Hoffman House. The Chairman and Secretary of the committee will spend their time there during campaigns, and whenever else it may be necessary.

The Weather.

Heavy local showers prevailed on Sunday night and early yesterday morning in the Middle Atlantic and New England States. This was due to the passing off of the low pressure area and the rapid approach of one of high pressure from the Northwest, bringing with it a decidedly cooler, clear atmospliere. The fair weather spread over all the Atlantio States and caused a drop of from ten to fifteen degrees in temperature.

There was an area of low pressure making its ap

pearance in the Northwest, causing cloudy and showery conditions, with warmer weather in that from the West Indies has either been dissipated or In this city the day was fair and cooler;

average humility 63 per cent.; wind northwest, average v-locity 18 miles an hour; barometer corrected to read to sea level at 8 A. M., 29.94: 8 P. M.,

mometer and also by THE SUN's thermometer at the street level is shown in the annexed table:

Official Sun's Golden 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 1889, 18 WARRINGTON POBECAST FOR TUESDAT.

For Massachusetts, Rhode Island, Maine, New the only workers vesterday among those that Hampshire and New Jersey, fair to-day; Wednesday fair: warmer in interior; fresh easterly shifting to southerly winds. For Connecticut, Vermont, Eastern Pennsylvania. Eastern New York, the District of Columbia, Delaware, Maryland and Virginia, fair to-day; Wednesday fair and warmer, fresh easterly shifting to southerly winds, For Ohio and Western Pennsylvania, fair to-day

and Wednesday, warmer Tuesday in north and east portion; winds be omining fresh southeasterly. For Western New York fair to-day, warmer in west portion; Wednesday fair, warmer in east portion; fresh casterly shifting to southerly winds.



ACTS GENTLY ON THE KIDNEYS, LIVER AND BOWELS CLEANSES THE SYSTEM DISPELS EFFECTUALLY,
DISPELS EFFECTUALLY,
OVERCOMES HEADACHES OVERCOMES OVERCOMES HABITUAL CONSTIPATION ITS BENEFICIAL EFFECTS. QUERNIA FIG SYRVP &